

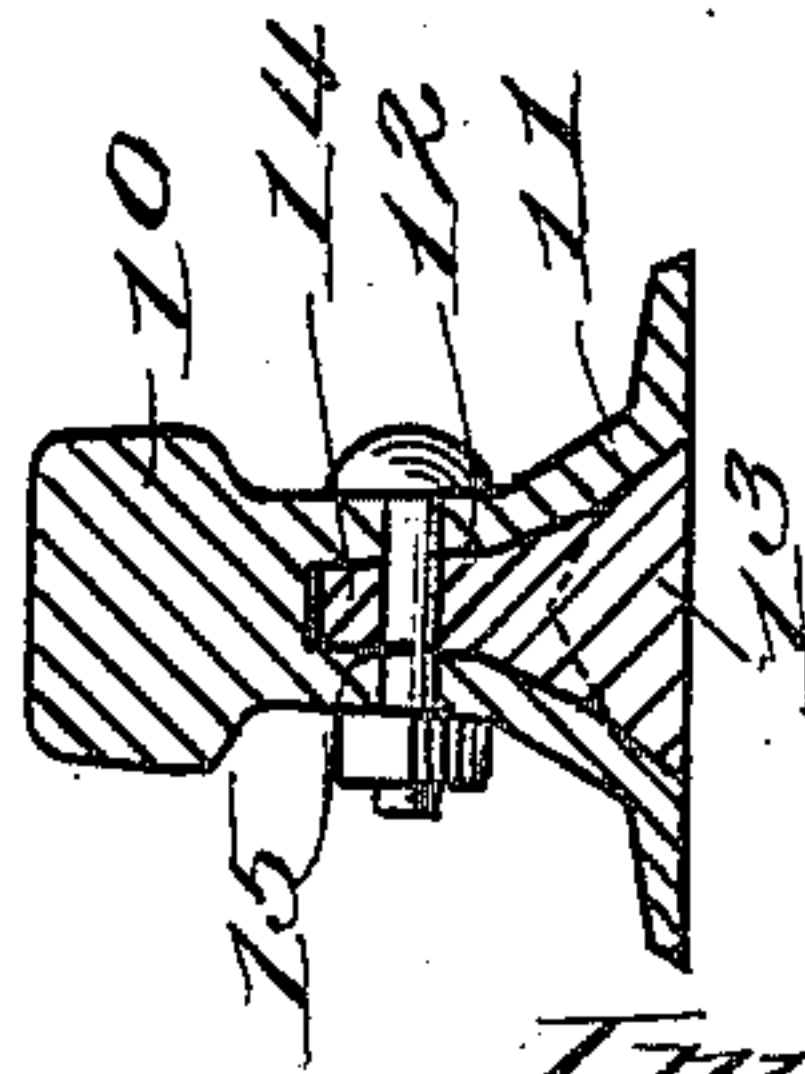
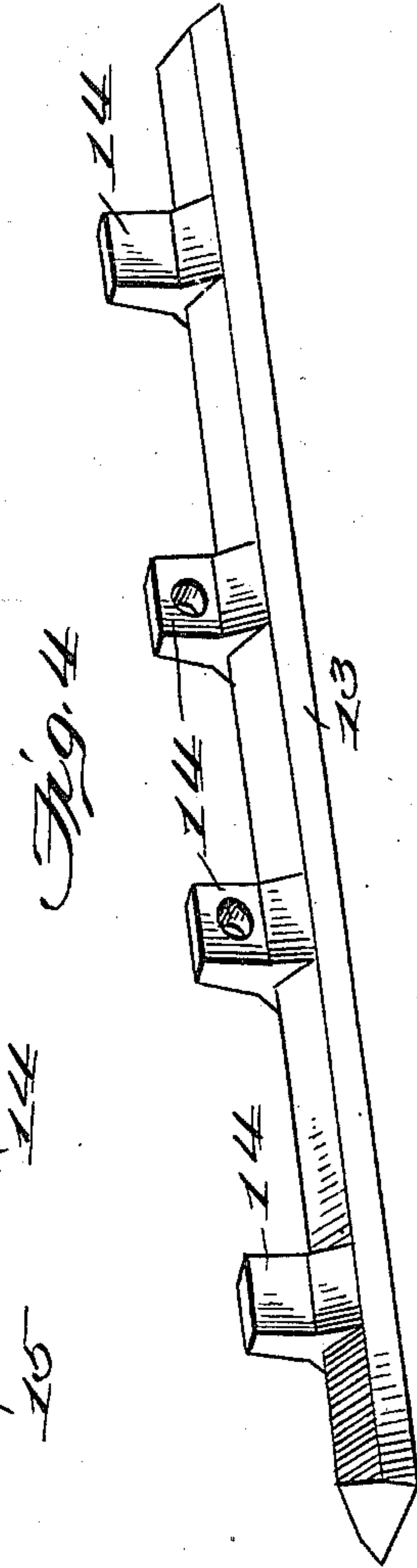
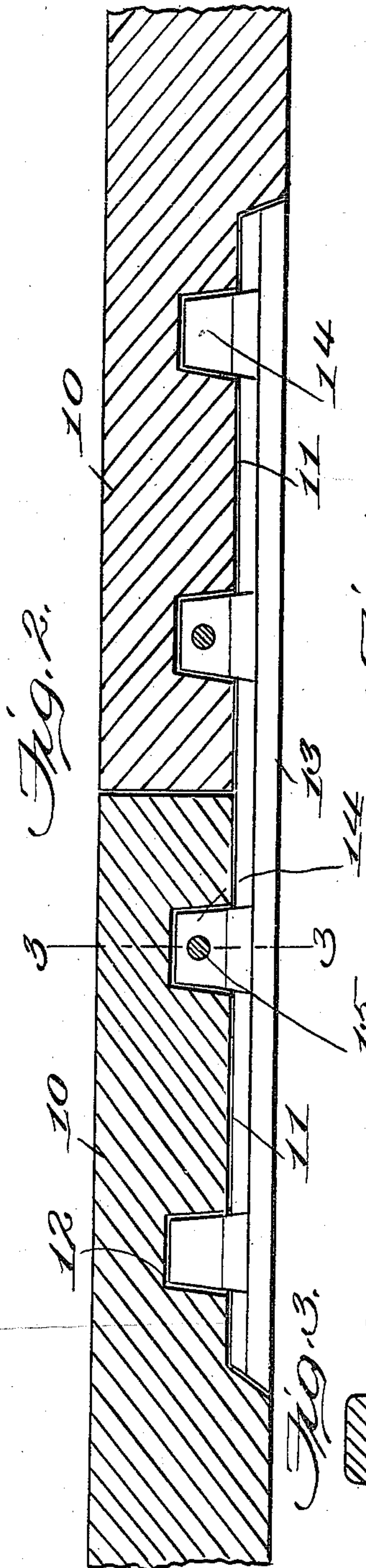
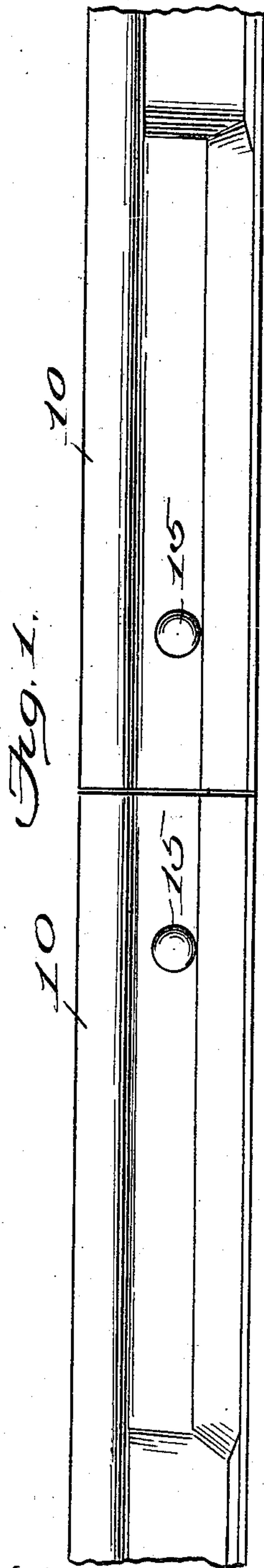
A. D. SHAEFFER.

RAIL JOINT.

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975,899.

Patented Nov. 15, 1910.



Witnesses:
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UNITED STATES PATENT OFFICE.

ABSALOM D. SHAEFFER, OF KITTANNING, PENNSYLVANIA.

RAIL-JOINT.

975,899.

Specification of Letters Patent.

Patented Nov. 15, 1910.

Application filed June 8, 1910. Serial No. 565,718.

To all whom it may concern:

Be it known that I, ABSALOM D. SHAEFFER, a citizen of the United States, residing at Kittanning, in the county of Armstrong and State of Pennsylvania, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

My present invention relates to a rail joint of that type which consists of a separate bridging piece which extends between and into the ends of the rails in interlocking relation, my object being to provide the parts in such a shape as to combine strength and durability with efficiency.

With this in view, my invention resides in the specific structure to be hereinafter described with reference to the accompanying drawing, in which,

Figure 1 is a side elevation, Fig. 2 is a longitudinal section, Fig. 3 is a transverse section on line 3-3 of Fig. 2, and, Fig. 4 is a perspective view of the bridge piece, removed.

Referring now to these figures, I provide the meeting ends of the rails 10, with the longitudinal grooves or channels 11 in their bases, the sides of which recesses taper to a point so as to form substantially a triangle, in cross-section, with the rail base. I also provide these rails with vertical transverse recesses 12 extending upwardly into the webs of the rails from, and communicating with, said grooves 11.

The bridge piece 13 consists of a member of a length equal to the combined length of grooves 11, this member being triangular in cross-section to conform to the grooves and having squared projections 14 to fit within the recesses 12.

From this it will be seen that the joint thus formed will be strong and durable, the especial form of the bridge piece and rail grooves contributing largely to this strength and enabling the former to successfully resist dislodgment, which may be further prevented by bolts 15 extended through alined transverse openings in the projections 14 of the bridge piece and the webs of the rails.

I claim:

The combination with rails having grooves in their base, with tapering sides, and having vertical recesses, rectangular in cross-section, communicating with said grooves, of a bridge piece, triangular in cross-section to interfit said grooves and having rectangular projections to extend within said recesses, and additional means to secure said bridge piece in position.

In testimony whereof I affix my signature in presence of two witnesses.

ABSALOM D. SHAEFFER.

Witnesses:

ISAAC MILLER,
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